

Excerpt from the current 2030 Comprehensive Plan

Transportation

V. GOAL: Maintain a transportation system that provides a diverse set of convenient opportunities for travel to local, regional and national destinations.

A. OBJECTIVE: Coordinate the development of a comprehensive transportation and circulation system with future land use development.

Strategies:

V.A1. Implement the 2030 Transportation Plan to promote a transportation system of collectors, arterials and freeways that reflect the needs of area residents and businesses, and are consistent with the Comprehensive Plan.

V.A2. Coordinate transportation improvements with other infrastructure, service and facility improvements so that a full array of public improvements can be programmed to meet the needs of infill and development areas.

V.A3. Design residential streets to discourage traffic that does not have an origin or destination within the same mile section.

V.A4. Provide sidewalks along arterial and collector streets, or provide appropriate substitute off-street walks, throughout the urbanized areas of the County.

V.A5. Pursue opportunities for advanced acquisition of needed right-of-way in order to implement CIP projects that direct future growth at a lower cost to the community.

V.A6. Develop and update the functional classification system of streets and highways to provide a balanced transportation network that serves both the rural and the urban service areas.

V.A7. Protect key transportation corridors that link cities and highways, from the en-

croachment of driveways and excessive numbers of intersections, in order to maintain high levels of safe and efficient mobility.

V.A8. Evaluate the impact of street widening projects on the adjacent neighborhoods, including neighborhood input prior to designing the facility.

B. OBJECTIVE: Provide and maintain a roadway network that promotes safety, convenience and aesthetics.

Strategies:

V.B1. Generally provide the minimum level-of-service rating of “C” for non peak hours and the minimum level-of-service rating of “D” for peak hours. A level-of-service “E” may be allowed if a proposed street widening project negatively impacts established residential neighborhoods or downtown businesses, and provided that unsafe situations are mitigated.

V.B2. Eliminate or reduce rail/auto conflict points through abandonment, grade separation or realignment of rail corridors in the central areas of Wichita and along major arterials.

V.B3. Continue to implement plans for improving Kellogg/US-54 to freeway standards through Wichita and the County, including improvements to the Kellogg/I-235 interchange.

V.B4. Relieve the traffic demand over the Wichita-Valley Center Floodway by building the 13th Street Bridge, the 25th Street Bridge and by improving the Central and I-235 interchange.

V.B5. Preserve the corridor with immediate right-of-way acquisition and the eventual construction of the Northwest Bypass between K-96 and US-54.

V.B6. Implement the 1998 Strategic Deployment Plan for Intelligent Transportation Systems (ITS) to ensure signal coordination, provide driver/traveler information, and respond to freeway incident or congestion detection.

V.B7. Consider a new standard for arterials in new growth areas that include the use of landscaped medians to reduce the number of left turn conflicts.

V.B8. Develop a comprehensive directional sign program for major public and private attractions, points of interest and necessary transportation facilities.

V.B9. Connect adjacent subdivisions with local or collector streets, and walkways where

logical, to provide greater access for emergency and service vehicles and for pedestrian/bicycle circulation.

V.B10. Develop a comprehensive policy on Access Management and Driveway Location that provides safety as well as an efficient use of the arterial street's capacity.

V.B11. Study future transportation needs in the southeast quadrant of the County.

C. OBJECTIVE: Provide a mass transit system that contributes to the economic development and quality of life of the community.

Strategies:

V.C1. Improve the quality of mass transit services by focusing on expanded service delivery and times to key employment, commercial and other activity centers.

V.C2. Periodically review demographic data to evaluate and consider service enhancements of the bus system.

V.C3. Continue to meet the transit needs of the elderly and physically disadvantaged through specialized transit services.

V.C4. Increase efforts to promote car-pooling to major employment areas and provide space for such activities in future parking lot designs.

V.C5. Continue to enhance the trolley/shuttle system in the downtown and surrounding central areas.

D. OBJECTIVE: Mitigate the operational impacts of airport activities within the community and at the same time, maximize the travel potential of general and commercial aviation.

Strategies:

V.D1. Continue improvements at Mid-Continent and Jabara to maintain them as the most modern air carrier and general aviation airports in the region.

V.D2. Prevent encroachment of incompatible development around airports through the

implementation of land use regulations which minimize high concentrations of people in takeoff/landing zones; provide appropriate noise-reducing construction; and prevent excessive building heights, glare, smoke and other hazards to air traffic.

V.D3. Continue to coordinate the planning and operational functions of airports located in Sedgwick and the surrounding counties.

E. OBJECTIVE: Promote pedestrian/bicycle-oriented improvements to create alternative transportation networks to major destination points in the City and County.

Strategies:

V.E1. Implement the Park and Open Space Master Plan as an element of the Comprehensive Plan and future CIP documents.

V.E2. Increase the convenience of pedestrian/bicycle access to and within commercial and employment areas.

V.E3. Whenever possible, separate pedestrian/bicycle trails from motorized traffic through the use of landscape buffering and grade-separated crossings when practical.

V.E4. Monitor road improvements listed in the CIP to include paved shoulders and/or wider curb lanes to accommodate bicycling.

V.E5. Implement a procedure to ensure that non-motorized transportation opportunities are evaluated during the planning phase for major traffic corridors.

V.E6. Connect adjacent subdivisions with walkways to enhance pedestrian/bicycle coordination.

F. OBJECTIVE: Study and promote surface transportation linkages between Wichita-Sedgwick County and other large metropolitan areas.

V.F1. Study the feasibility of establishing intermodal freight facilities to serve regional, national and international shipment.

V.F2. Establish passenger rail service connections to Wichita.

V.F3. Support regional highway initiatives that link the Wichita area northwesterly toward Hays and southeasterly toward Winfield and Arkansas City.